



Official and Classified ADVERTISEMENTS

Continued from Page 35

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Fishing news

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FLEETWOOD 'PAIR' SWEEP TO RECORD

THE PAIR-TEAM record at Fleetwood was smashed on Monday when the combined catches of the stern trawlers *Fylde* and *Jacinta* earned £79,814. The Marr vessels put ashore large quantities of cod and high-priced hake in their 28,010-tonne landing. *Fylde*, commanded by Victor Buschini jnr., and *Jacinta* under Bill Taylor, had come back from a 15-day trip to Shetland. The previous pair record was held by two other Marr vessels, *Armenia* and *Navena*, with £73,985 in May last year.

Fleetwood trawlers also held off a big challenge by foreign vessels at the port last week, when the pair team of *Idene* and *Norina* made a combined £63,806. They had hit a rich seam of cod on the Scottish grounds during a 15-day trip.

Idene, commanded by Skipper Victor Dingis, had Icelandic vessels. *Monotin* (940 kts) (including 550 of cod, 130 of haddock, 30 of coley and 20 of ling) which were sold for £34,608.

Norina (Skipper Bill Reader) made more than £29,000 from 985 kts — 550 of cod, 130 of haddock, 20 of coley and five of ling.

A far better market was found by the other Icelander, *John Helgeson* (lended 498 kts — 100 of cod, 100 of haddock, 50 of coley and 65 of rockfish worth £17,883.

Above: the Fleetwood-based *Fylde* broke the port's pair-trawling record with *Jacinta*. The new high is now just short of £80,000 — a big improvement on the old record.

Grimsby seiner hits £16,684

A 581-KIT landing by the Grimsby anchor-seiner *Rasmine* — the biggest by a local seiner at the Humber port for years — brought the 50-ton vessel a new Humber earnings record of £16,684 on Monday.

It was the first time a Grimsby seiner had crashed through the £15,000 barrier although *Rasmine*, which also held the old record set in June, missed it last time by just £93. Then Skipper Villy Thomsen had landed a large plaice catch.

But this time there was no mistake with a massive turnout of mostly codlings (404 kts), cod, (93 kts) and big, small plaice (78 kts) on a fairly good market.

This latest grossing has now pushed *Rasmine* well to the fore in the race to become Grimsby's first anchor-seiner to reach £100,000 this year.

Skipper Villy Thomsen — record despite 'scruffy' weather in the North Sea.

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Reds return

THE 10,000-TON Soviet factory ship *Rybachiy 2* has started trans-shipping mackerel from Shetland boats off Lerwick. She arrived two weeks ago and took on her first big supply of 200 tons early this week.

NORWAY has forwarded her suggestions for compensation to the EEC following the British ban on herring. The Norwegian delegation is discussing the proposals in Brussels this week.

Norway is counting on compensation and has not singled out any one nation in particular to bear the cost, the deputy director of fisheries, Kjell Rassak, told *Fishing News*.

Norway has not planned a policy alternative if the compensation claim should be rejected. But a 'No' will mean Norway will

act on her own, he said. Officially the problems with the EEC are considered much more serious than the on-going off-shore conflicts with the Russians about quotas and fishery regulations.

Mr. Rassak says.

Down to three

FOLLOWING a disastrous Beer Island trip by the Boston Group's Boston Halifax last week the stern trawler has now been switched to middle water fishing from Grimsby.

The three-year-old vessel was Grimsby's top-earning distant water trawler so far this year and had just passed the £250,000 mark from six distant water trips.

This latest development also means there is no stemming the run-down in the port's distant water effort.

Currently, only three Grimsby trawlers are licensed for fishing in the north-east

DISTANT WATER CUT-BACK GOES ON

Arctic, off Norway, the amateur number of disappear trawlers ever to operate from Grimsby this century.

Earlier this year Boston Halifax had her own licence. However the Boston Group branches at Fleetwood, Grimsby and Hull now have only four licences each, with the firm's three Hull-based



freezer trawlers presently white fishing off Norway, the one remaining licence is being held by the Grimsby trawler.

The more compact Boston Halifax has fished middle

waters fairly successfully before.

With BUT's solitary Grimsby licence transferred to Hull recently, only Consolidated Fisheries (with no vessels at other ports) is still fishing Crystal Palace and Real Madrid on the deep sea grounds as it holds two licences for its now three-strong trawler fleet.

Less than a year ago over 20 Grimsby trawlers were engaged on the distant water grounds and this figure did not include the six freezer trawlers which BUT has moved from Grimsby to Hull.

Including the freezer fleet, Grimsby has lost 21 distant water trawlers so far for this year, either by sales to other ports, for scrap or to work outside the industry like oil

rig support duties. In addition, 14 other distant water trawlers are a sorry sight laid-up along Grimsby's North Wall.

Only in the middle/near water section is Grimsby holding its own with an operational fleet of 86 vessels at the end of July.

Sixteen of these vessels, including 11 successful 'ef' class 130-footers, are owned by BUT. Earlier this year there was another scare on the trawling side when it was strongly rumoured that BUT were pulling out the 'ef' trawlers and switching the section of its fleet to Aberdeen. However, a spokesman for BUT at Grimsby has now confirmed these trawlers are to stay at Grimsby and dismissed the rumours as "pure speculation."

"If they were not satisfied, they should have insisted upon something better in the renegotiation. As it was they seem to have raised, as I think they were entitled to, upon the understanding reached by their predecessors in 1971."

Criticising the EEC Commission, Mr. Peyton said that their proposals so far had been unacceptable.

"They take no account of where the fish are, nor of the change that has been brought about by the introduction of 200-mile limits; nor do they embody adequate rules for conservation and arrangements for the enforcement of those rules, both of which are in our view essential, if fish stocks are to be saved from destruction."

"I did, myself, suggest last month in the House of Commons a set of measures designed to conserve stocks

which in my view this country

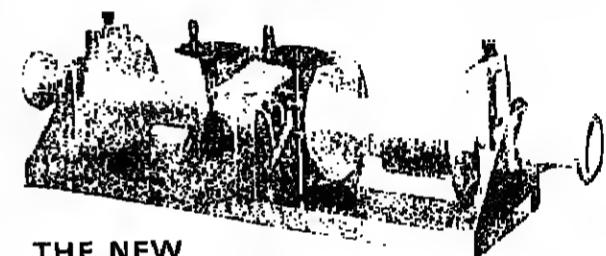
have over the past year not done too badly — total catch up by 5% — money values up by 21% — should mask the fact that the industry is being increasingly squeezed and is as the chairman of Associated Fisheries put it as recently as last week 'crumbling away'.

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COMMENT

ONCE AGAIN the sage of the mackerel is with us. At Shetland the season is already underway and it will be hardly any time before the stocks move down the Scottish west coast and, eventually to Cornwall.

As this is the last big fish resource left to tide over the fleet during the coming year, there has been some very frightening speculation about how the mackerel fishery is to be managed. Fortunately, there has been some reassurance from the Ministry of Agriculture and Fisheries that the fishing off Scotland and Cornwall will be treated separately to achieve a balance of catch.

This move is some progress, but fishermen are quite rightly asking how much fish they will get? It seems that this will depend on how the wrangle over licences and a system of quotas works out.

There is also another dimension to the question of how much fish will be available: English and Scottish waters; this brings into focus the argument over what share Britons are to get from the EEC's TAC of 450,000 tonnes.

What is certain is that the British Government has rejected the first offer from the EEC and the Ministry is reluctant to disclose the figures it has for the Scottish and English fisheries for fear of jeopardising Minister John Silkin's position in Brussels, where he is trying to get as big a share of mackerel as possible.

The mackerel fishery has thrown up some vexing questions and a little patience may be needed to get the right answers.

fishing news

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TORY BLAST FOR SILKIN

THE CONSERVATIVE party has come out in direct opposition to the Government approach on fishing policy in the EEC. Minister John Silkin was singled out for an attack by the shadow spokesman on fishing and agriculture, John Peyton, when he visited Grimsby last week. After touring the fish docks, Mr. Peyton told local trawler owners that Mr. Silkin was a Minister who preferred to provoke instead of persuade.

Mr. Peyton said: "It is not going to be enough just to go on telling ourselves that no settlement is better than a bad one, or even to applaud a Minister who prefers to provoke where he might persuade. That would be to assume that time is on our side, which it is not.

"We have to search for some new way out of the log jam. These problems are beginning to crowd in upon and trouble an industry which, as the report of the White Fish Authority put it,

Mr. Peyton went on: "It was a matter of regret that Mr. Silkin and his party have sought to make capital of the accusation that it was a Conservative Government which failed to safeguard the interests of the fishing industry during the negotiations which preceded our joining the Community.

"If they were not satisfied, they should have insisted upon something better in the renegotiation. As it was they seem to have raised, as I think they were entitled to, upon the understanding reached by their predecessors in 1971."

Criticising the EEC Commission, Mr. Peyton said that their proposals so far had been unacceptable.

"They take no account of where the fish are, nor of the change that has been brought about by the introduction of 200-mile limits; nor do they embody adequate rules for conservation and arrangements for the enforcement of those rules, both of which are in our view essential, if fish stocks are to be saved from destruction."

"I did, myself, suggest last month in the House of Commons a set of measures designed to conserve stocks



'Concern' from Mitchell

THE LABOUR MP for Grimsby, Austin Mitchell, was sternly critical of last week's speech by Conservative Shadow Minister, John Peyton.

Mr. Mitchell found Mr. Peyton's attack on Labour MAFF Minister, John Silkin, and his methods, very surprising and felt it could only do harm to the UK strategy in Brussels. He said it showed that the Conservatives were prepared to sell out UK interests.

Grimsby's MP hinted that Mr. Peyton was saying one thing in Grimsby and another in Westminster. He said he viewed his speech with "very great concern".

Time is not on our side—Peyton

which in my view this country would be well advised to adopt, preferably with others, but if necessary unilaterally. The measures which the Government has since adopted are somewhat meagre and do not seem to me to match up to what is required.

Mr. Peyton said: "No-one should make the mistake of thinking that a Conservative Government, because its members believed in the European Community or even less because it had the General Election behind it, would be ready to accept a settlement which not only lacked even the appearance of fairness, but also left exposed to further depreciation, stocks of fish which have already been looted enough."

Concluding with a pledge,

Germans cheating at Greenland

WEST GERMAN trawlers have been taking around 1,300 tonnes of cod a week from an area where there is no quota at all.

This claim has been made by the British Embassy in Bonn, who have now been instructed to investigate and the EEC Commission has also been informed on the situation.

Some German sources have been claiming that the cod has been taken as a by-catch. This suggestion was deemed "leughable" by a BFF spokesman.

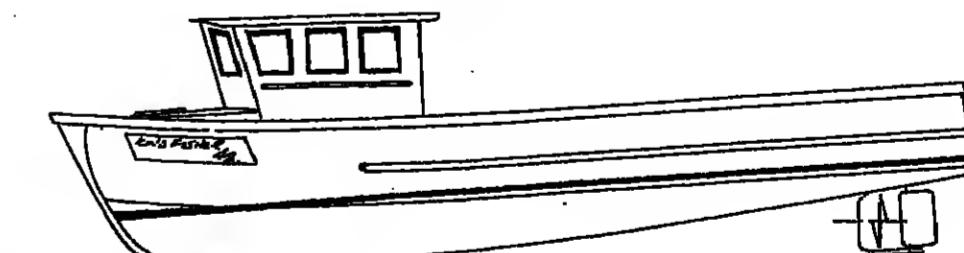
"How do you get a by-catch of this size on these grounds?"

Suspicion has been aroused earlier this year about German activities at Greenland. A directive was issued by the EEC Commission telling the Germans to pull their vessels out. Later it was discovered that the German fleet was still continuing to fish at Greenland.

A spokesman for the Ministry of Agriculture, Fisheries and Food confirmed that a directive had been issued to the Germans. "But there had been some difficulty in interpreting it," he said.

The BFF figures are only based on landings by German trawlers and there is some speculation about whether the freezers could be ob-

THE KINGFISHER 42



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Mr. Barrett of Frying Pan Alley

...and me



Amethyst in Peterhead harbour soon after arriving back from Norway with her new RSW tanks. The 85-footer was built by Southern Shipbuilders of Faversham in 1974.

Amethyst gets 'tanked-up'

A NORWEGIAN shipyard has made its entry into the Scottish market by fitting refrigerated sea water tanks to the 85ft. steel-hulled Peterhead vessel Amethyst.

Skipper James Buchan is delighted with the work which was completed right on schedule to a fixed price contract by the yard of Haakonsens Mek. versted at Skudeneshavn.

Amethyst spends the winter pair trawling for mackerel and pilchards off Devon and Cornwall as Skipper Buchan felt that it was essential to have the boat fitted with a circulating RSW system to land catches as fresh as possible for human consumption.

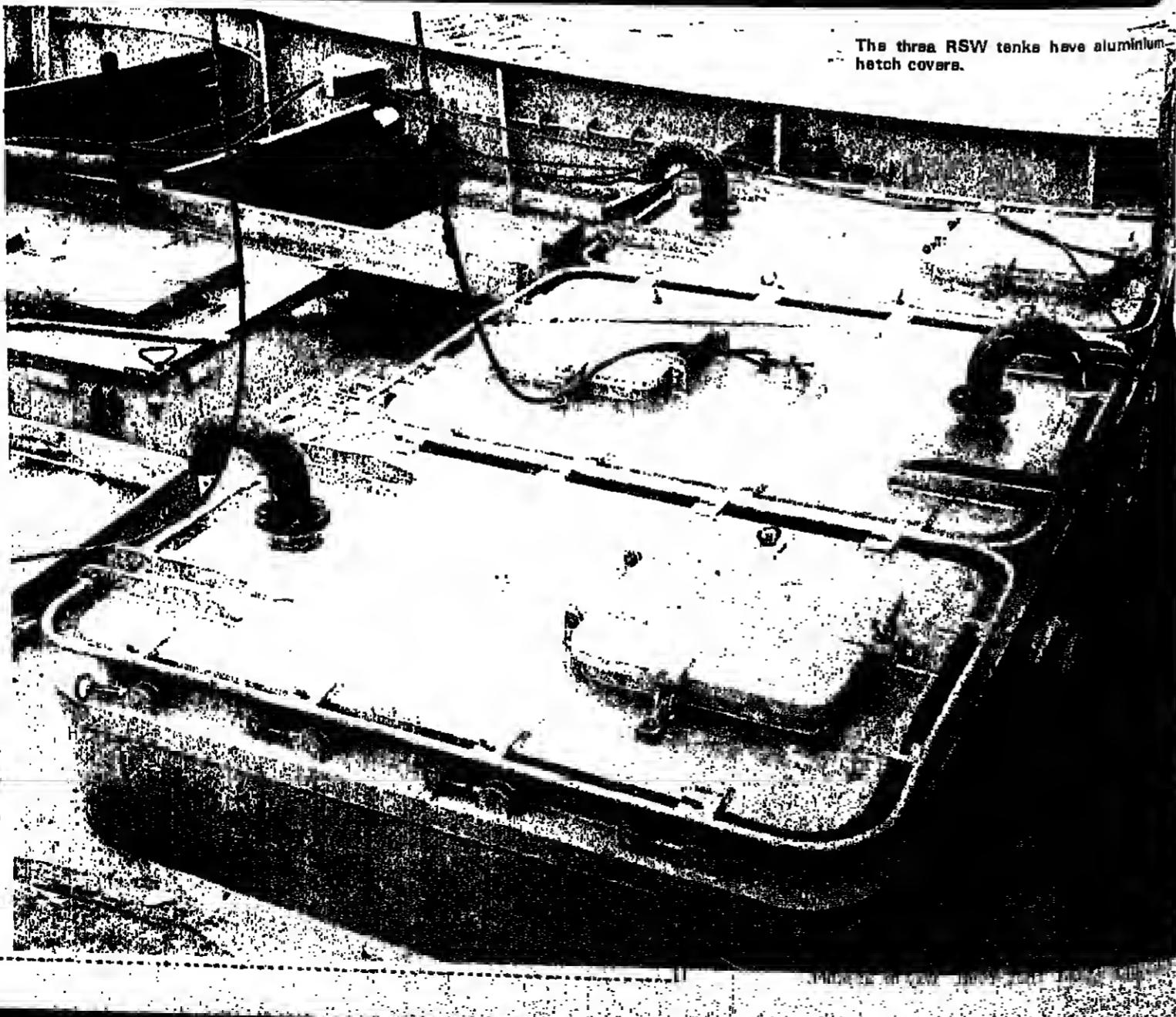
The Haakonsen yard (a member of the West Norway Shipbuilders' Association) carried out the installation in only seven weeks and Skipper Buchan is also very pleased with the high standard of the firm's workmanship.

Furnished with the aid of a grant from the Herring Industry Board, the work has entailed fitting the vessel with tanks, a Lehmkohl refrigeration plant and auxiliary engines.

The three steel tanks will hold about 80 tons of fish in seawater and are insulated with polyurethane foam. The refrigeration plant incorporates a York Shipley screw compressor.

Power to run the compressor is provided by a 65 kVA s.o. Stamford alternator driven from the new Lister HRWG 80 hp auxiliary engine. Cooling can be confined to one or two tanks if required.

The Haakonsen yard was founded in 1907 and offers a full range of services including new building, lengthening, repairs, conversions, plus machinery repairs and installations.



The three RSW tanks have aluminium hatch covers.

CLYDE MEN BEING SHOVED OUT

COMPLAINTS that 'stranger' fishermen are coming into the Clyde in search of herring and landing undersized fish were made to the Commons committee which last week considered orders banning herring fishing off the Scottish west coast and imposed by-catch restrictions.

George Younger, Conservative MP for Ayr, said three pairs of British boats had landed the equivalent of at least 14 local boats. Local fishermen could only be very concerned about such a change of scale.

Mr. Younger pointed out that the herring ban had left the Clyde in a very exposed position. The boats coming in from outside were much larger than local boats — three times as large in horsepower and more than three times as large in catching power.

Catches landed included a considerable proportion of small fish which local fishermen would not be prepared to lend under their herring ban for the

own voluntary quota system. "That is demonstrated by the fact that, as I understand it, the week before last the price per unit for the fish landed by some of the boats from outside the Clyde was as low as £22 to £24 against the normal price local fishermen get for full-sized fish of up to £60 or more."

Local men were very concerned about the catching of under-sized fish which would be damaging to stocks if it continued for long. Douglas Henderson (SNP, East Aberdeenshire) predicted that the haddock situation could become as serious in two years as the herring was now.

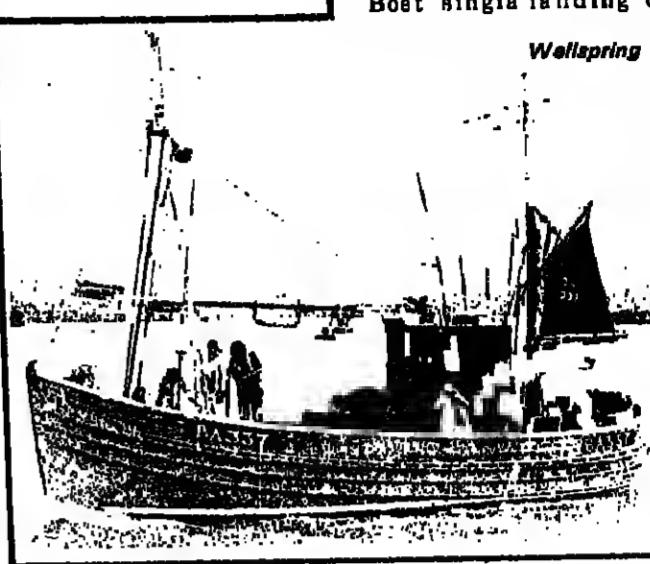
He asked for some hint about when the North Sea herring fishing could reopen under controlled conditions. The Government should make an early announcement of their reactions to the proposals of the Herring Buyers Association for dealing with problems caused by the herring ban for the

processing factories. If the factories closed in Fraserburgh, for example, 3,000 would be out of work in a town of 12,000 population.

Alick Buchanan-Smith (Con. North Angus and Mearns) said the operators of the Clyde voluntary restrictions should have the moral backing of the Government.

Minister of State for Agriculture and Fisheries, Edward Bishop, said that in selective licensing for the Clyde they would have to take account of repercussions elsewhere.

Discussions had revealed differences of view in the industry and the Scottish Office had asked for clarification of the industry's views from the representative organisations.



Dogs going well

BEST overage price for line-caught dogfish at Grimsby last week came from the Lowestoft-registered Alison Jane, which hit £38.78 per 10-stone kit early on.

Later in the week Alison Jane again topped £30 per kit with a 101-kit landing, but was the only inshore boat to twin-land, somewhat surprisingly, in another busy spell.

Best single landing came from Bridlington's

Wellspring, although there was a splendid effort from the little 16-ton Wellspring else of Bridlington, which turned out 139 kits.

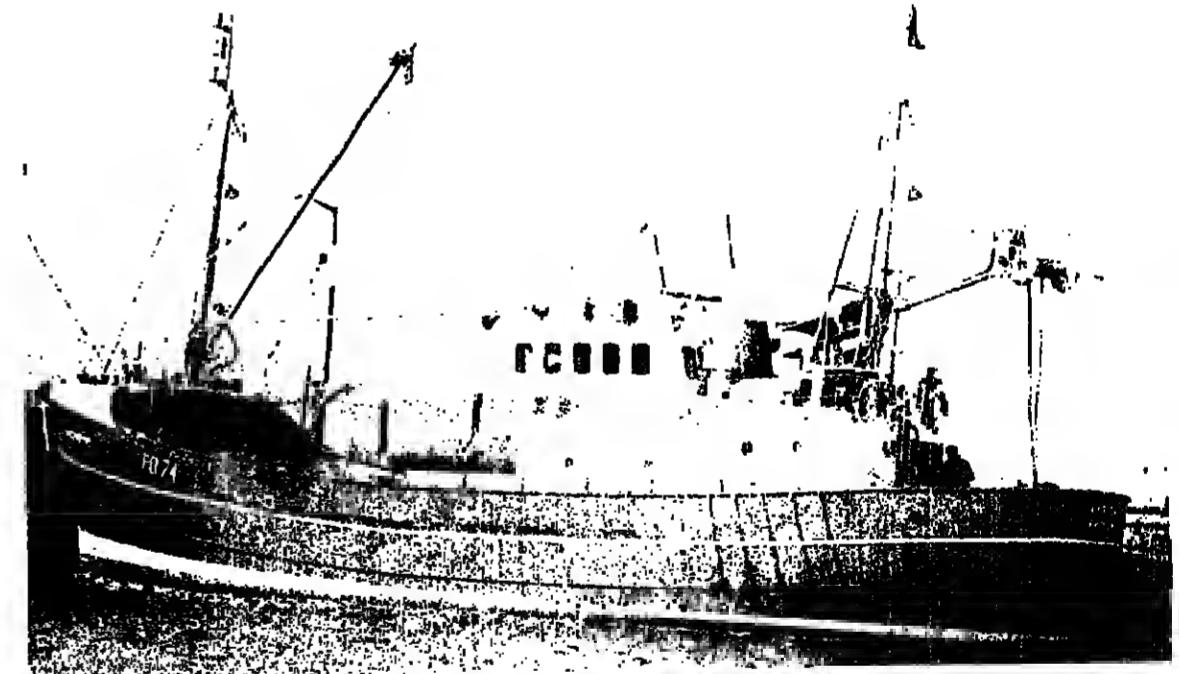
Inshore dogfish earnings record-holder Betty chipped in with another three-figure catch and an average per kit of over £32 and, alas, landing to agents Sem Chapman & Sons Ltd., was Pioneer (KY 35) with 76 tons and Wayside Flower with 73.

Completing the picture (through the Tom Sleight (F.S.) Ltd. agency) was the one-time seiner Ashville, the only 'local' on the dogs this year, which earned £1,006 from 32 kits.

Tradition with 150 kits,

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**SECOND
PAIR-
FISHER**

THE BUCKIE boatyard of Herd & Mackenzie is now well advanced working on the frames of a new wooden pair trawler for Riverside Trawlers Ltd. of Grimsby.

Delivery is expected next year and she will be the second new vessel built for the consortium of Grimsby skippers who operate as Riverside Trawlers Ltd. Already the firm, which was founded four years ago, and operates entirely through the John R. agency, has taken delivery of the Scottish-built Jean Scott.

She is one of top-earning pair vessels at the Hunter port in partnership with Golden Venture.

By Karmoy

FRASERBURGH'S latest purse seiner Andra Toit was both designed and built by the Norwegian firm of Karmoy. The design was wrongly attributed in the June 30 issue of *Fishing News*.

The International Exhibition on Fishing and Allied Industries has the backing of the Direction des Peches Maritimes and of local authorities.

What resentment?**LETTERS**

SIR, The article (*Fishing News*, July 14) "Shetland shock!" is most unfair, at this stage.

We must make it clear that Shetland Islands Council intends to put forward a fishing plan for Shetland waters. These plans will be studied by Shetland fishermen who have, in the past, fallen in line with measures taken by the Government and agreed by other British fisherman.

We can mention two Government measures which would probably alter our thinking:

The article states that there is great resentment by the industry to Shetland's attitude.

Up to the time of writing no letter of resentment have been received by me.

GEORGE L. HUNTER
General Manager and
Secretary,
Shetland Fishermen's
Association.

The show is to have agriculture and industry which is planned to range from fishing to career opportunities.

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Poole Bay in danger

SIR, We are most concerned that the Waaex Water Authority wants to discharge 30 million gallons of effluent a day by 1980, and 60 million gallons a day by the year 2,000, into Poole Bay, just three miles offshore. It is our opinion that it will prove detrimental to the fish breeding grounds, also pollute oysters, crabs and lobsters. The effluent will be washed ashore by the prevailing wind and tide which will take it up the Solent.

The authority admits it takes some 20 days for the water between Honiton Bay Head and Hurst Narrow to change, thus giving the effluent time to create a whirlpool.

The Dolphin Bank makes a natural barrier to effective dilution and encloses the flow up the Solent.

The authority states that rivers are polluted and must be

France to stage a fishing show

AN international fisheries exhibition and conference is to take place in France next year.

The venue will be the modern exhibition site on the banks of the River Loire, in the city of Nantes, and the show will take place from June 6 to June 11.

"Our aim," say the organisers GERP-SEPIC, "is to bring in 200 firms and to welcome 7,000 to 8,000 visitors. Nantes, on the Atlantic coast, is a crossroads for two-thirds of the French fishing industry. It also has a leading position in research with its Scientific and Technical Institute for Sea Fishing and its university."

The International Exhibition on Fishing and Allied Industries has the backing of the Direction des Peches Maritimes and of local authorities.

Subjects to be covered in the 15,000 sq. metre area will include aquaculture; vessels, builders and designers; marine engines and propulsion systems; fish finding, gear handling equipment and nets and other catching devices; clothing, hardware and coatings.

It is also planned to have a substantial section devoted to the processing, distribution and packaging of fish products.

Seminars dealing with many aspects of fish hunting and with fish farming will be organised.

Further information can be obtained from the International Exhibition on Fishing and Allied Industries, GERP-SEPIC, 40 rue du Colisée 75381 Paris, Cedex 08.

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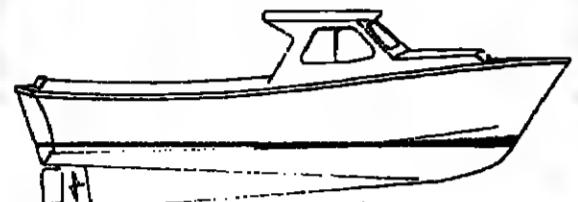
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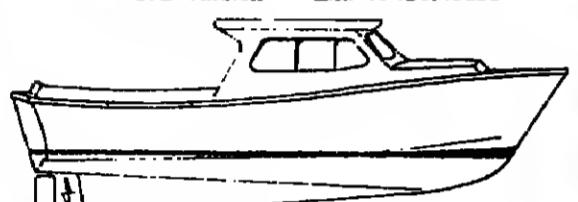
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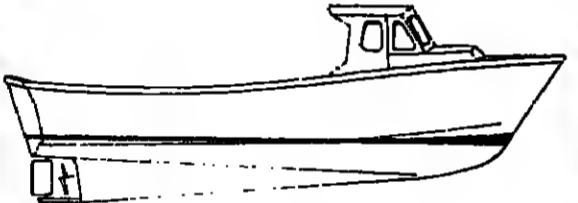
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Standard Version — Ext. Wheelhouse



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We're working like one-armed paper hangers'

FOREIGN FISH TURNED AWAY

LANDINGS soared past 35,000 kts again at Grimsby last week stretching the port's litters to their limit. A number of foreign vessels could not even be fitted in.

Inevitably there was a minority of owners and agents who vented their feelings over such disappointments and the odd late markets, but the litters force, depleted through holidays, was reckoned to have done a pretty good job. "The men have been working like one-armed paper hangers all week", a Grimsby litters told *Fishing News*. "And there's been a lot of digging down because the fish rooms have been so full. The small ships take some starting when the fish is coming in so fast."

Firmed

After a slightly hesitant start, the markets firm-ed up well considering the huge amounts of cod and codling coming in. It was not until Friday that saturation point was reached and any significant amounts went for meal.

Worst hit was Hamling's pair trawler *Poul Antoni* (Sk. Frankie Jøsefson) which lost 193 kts out of a 473-kt turnout on a particularly late landing. She grossed just 26,978 from a combined total with partner *Melissa Louise* (Sk. 'Cocker' Mæsell) of

battered the £9,000 mark. Eventual honours went to the Chapman-agented *Kell-Jon* (Sk. Jens Thomesen) — one of the few to get on to any place — which grossed £22,011 from 380 kts in 16 days.

Much lower down was an especially fine 11-day trip from Sleights' Saxon King (Sk. Barry Emerson) with 15,052 from just 200 kts — one of the best North Sea cod taken.

The only distant water trawler to land through the week was Boston Group's *Boston Halifax* (Sk. Roy Harris). The stern dragger without a Norwegian crew and who landed a 29.5-ton Island flop of only 709 kts of which just 500 were codable. This represents a huge loss as the grossed only £18,476.

Another former distant water ship in trouble was BUT's *Ross Kashmir* (Sk. Johnny Meadows) with a very 'bitty' 16-day Rockall trip of 542 kts, over half full haddock, which sold for a paltry £11,350.

However, BUT's sister cat

Ross Cheetah (Sk. Tom Ross) and *Ross Panther* (Sk. Jimmy Hudson) made up the top inidols water trips with £30,751 from 1,052 kts cod, haddock and coley, and thought to be a North Sea record, and 228,718 from 33 kts of very nicely mixed Westerly fish.

Also outgrousing the trawlers, this time from a seven-day North Sea trip, were *Jean Scott* (Sk. Phil Scott) and *Golden Venture* (Sk. Jena Bojen) and *Frances Bojen* (Sk. John Richardson), who again well within sight of their port grossing record with a mid-week tally of 1,240 kts.

Nearly all the seiners made good trips and ten vessels

£12,216. This was easily the biggest disaster among the North Sea trips.

It was another week when the pair teams dominated events and, at the other end of the scale, *Morgrethe Bojen* (Sk. Jena Bojen) and *Frances Bojen* (Sk. John Richardson) were again well within sight of their port grossing record with a mid-week tally of 1,240 kts.

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£45,613 from 1,502 kts after just 10 days.

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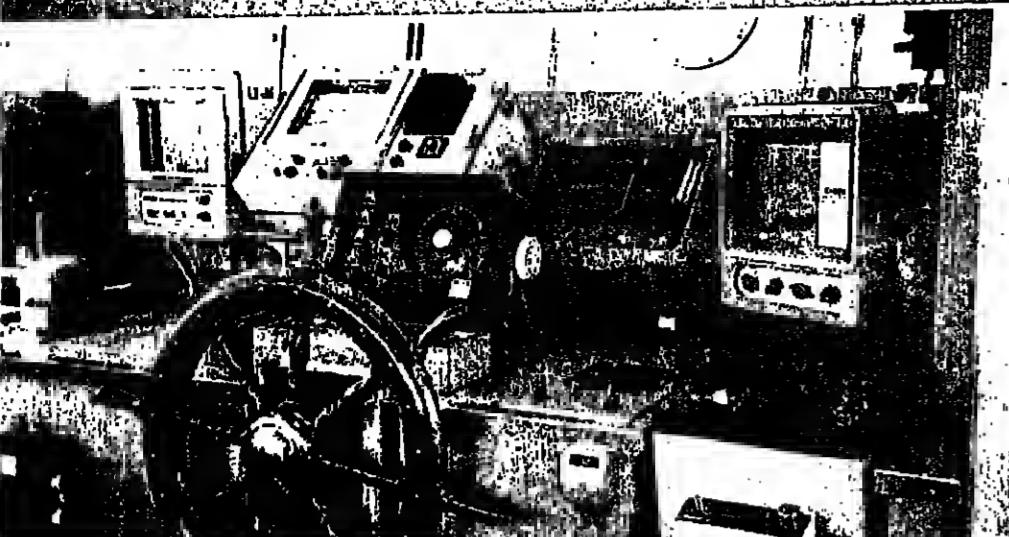
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STERN FISHER FOR TOP EARNING ABLE IN SKIFFS



Left: well-equipped wheelhouse for domesel and pelagic operations.

Right: remote controls for the Norwinch winches and the automatic control system.

Far right: River Dee at Aberdeen. She is owned by a local skipper and his engineer who specialises in 'scratching' off the Aberdeenshire coast.



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STERN TRAWLER
RIVER DEE**

*Good wishes and successful
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Wilson and his partner Sam
Robertson on their new trawler
RIVER DEE
who chose a Gardner 6LXB
air starting engine.*

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complete electrical installation for the
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RIVER DEE TRAWLER FOR SCRATCHING UP

ONE OF Aberdeen's outstanding skippers has taken over a new 86ft. stern trawler. Named River Dee, she has been built by Richards (Ship-builders) of Lowestoft for Skipper William Wilson and his partner, Sam Robertson, who sails as engineer.

The two men come from Portnockie, on the Moray Firth, and are the sole shareholders in the boat. She will be operated by the Aberdeen firm of fishersleemen Thomas Devideon.

For a number of years Skipper Wilson has been one of the most successful fishermen working from Aberdeen. His previous command, the 86 ft. sidewinder Deeside which was built at the John Lewis yard in 1972, has on several occasions been the highest-earning vessel in the pocket trawler class. Last year she achieved a grossing just short of £336,000.

Quality

Deeside has been one of the few remaining Aberdeen trawlers to carry on the old tradition of 'scratching'. These vessels work off the Aberdeen coast as far out as the Turbot Bank, some 70 miles east of the port, and catch good-quality mixed fish including codling and flata.

In her lines, dimensions and equipment, River Dee is in the main a repeat of Speyside but differs in deck layout, being fitted with a power block and two sweep line winches. Speyside carries a net drum.

At one time a huge fleet of scratchers was based at Aberdeen, but now this is down to only seven or eight vessels. The decision to build River Dee was taken when Sam Robertson's son Bruce, who sailed as mate aboard Deeside, gained his skipper's ticket.

It was arranged for Bruce to take over Deeside in partnership with the recently set-up Spinningdale Fishing Co., whilst his father and Skipper Wilson would invest in a new boat.

The two men decided that a stoutly-built stern trawler would best suit their needs, as she would have enough versatility to adapt to future fishing patterns.

Skipper Wilson told *Fishing News* that, although he will fish off the Aberdeenshire coast, he is prepared to move elsewhere should future conditions de-

mend. The vessel is fitted from bottom end mid-water trawling end could easily join in the mackerel fishery if necessary.

River Dee is a sister-ship of Speyside which was delivered by Richards earlier this year to Skipper Peter Simpson of Buckie and others.

Part-owner of Speyside is the Spinningdale Fishing Co., which has also been involved in the engineering design work for River Dee.

These two stern trawlers represent the vanguard of a new class of vessel for Aberdeen, with several similar although slightly larger boats now being built for the port.

In her lines, dimensions and equipment, River Dee is in the main a repeat of Speyside but differs in deck layout, being fitted with a power block and two sweep line winches. Speyside carries a net drum.

The after end of the bulwarks has been lowered on River Dee to enable the big fish to be lifted over the side as well as the stern. This unusual deck layout has been arranged at the request of the two owners who have incorporated their own ideas into handling the gear.

Built to Lloyds + 100 A1 Stern Trawler + LMC + UMS Classification and to the DoT Class X, River Dee has an overall length of 26.25m. (86ft.); registered length, 24.24m. (79ft. 6in.); moulded beam, 7.80m. (25ft. 6in.); and moulded depth of 3.60m. (12ft. 6in.).

She has a gross tonnage of 194.40 and is of 64.62 net tons. Below deck she is subdivided from forward into forepeak, engineroom,

fishroom, net store and steering gear compartment.

Around 40 tons of fuel oil is carried in the double bottom below the fishroom and in tanks of the stern; 12 tons of fresh water is carried in

the auxiliary unit which have two speed and based on a Gardner 6LXB air-starting engine giving 1100 rpm. Norwinch automatic

hp at 1,000 rpm.

It provides power to the system to give a

degree of automation to

Gilbert Gilkes and Cottrell

the net. Net demage to

300/875 bilge and

a minimum and the

service pump. Water

is supplied by a

Simpson air compressor

at all times.

Water ballast tanks are

placed in the stern and the

fishroom has a capacity of

11,26 cu.m.

The Mirrlees Blackstone

ESLRM air-starting propen

tion engine has a continuous

rating of 900 hp at 800 rpm and

turns an 11-blade controllable

pitch propeller through an

Ulatoh 22D-AGSC gearbox of

2.98:1 reduction ratio. An

80kW 440 V three-phase, 50

Hz E.C.C. alternator is fitted

off the extension shaft

at the fore end of the engine.

Electrically-driven

in the engine room include

the net catch a

Norwinch hydraulic pump

the winches will

the deck machinery, really pay out warp

bilge and general

and a warning. Also,

pump and a Worthington is automatically

Siemens air compressor to the boat's move

L.E.C. Marine Ltd. Turn to page 12

Lowestoft carried out

electrical installation

supplied the

split trawl

and gillnet winch on

switchboard.

Two split trawl

and gillnet winch

two swashplate

Norwinch and of the main deck.

pressure hydraulic type

fitted on the after

deck.

Each split trawl

with Lebus spooling gear

has a maximum

power of more than 1200

tow trawl deck. The

Hauling speed can be

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INSHORE at Grimsby

A MONTHLY FEATURE

THE MANY BIG differences which exist between the North Sea oil industry and men actively fishing were strained once more at Grimsby last month.

A Dutch gravel dredger moved on to the traditional Humber whelk beds, virtually unannounced, and may have done enough damage to polish off the port's industry.

Years ago the port boasted a large fleet of 'Cleethorpes' whelkers which, in the main, supplied desperately-needed bait for Grimsby's deepsea longline steamers.

After the last war the call for whelks declined rapidly as deepsea line fishing went right out of fashion and many

of the once prolific whelk grounds had been ruined by wartime defence work.

By 1960 only three vessels were still working the inshore beds to supply whelks as a popular seafood, mostly during the summer to seaside resorts.

Only one

Now Bill Anderson's *Shepherd Lass* is the port's last full-time summer whelker on the Humber beds, which just about manage to support the vessel's seven shanks of 80 pots (one shank being hauled and rebaits each day of the week) together with 18 buoys and 24 anchors per shank.

However, the untimely arrival of the suction dredger Before the issue was sorted out with the dredger's owner, expensive gear like pots (now costing £20 apiece), buoys, anchors and lines had disappeared up the suction pipe.

It takes upwards of 10 years to build up good whelk beds and at least ten years to bring whelks up to the right size and quality for eating.

Sadly, it seems, in a few hours of indiscriminate dredging many of the beds were swept so clean their chances of recovery are extremely slender.

We all need oil, but surely this sort of thing is too much of a price to pay. Whether *Shepherd Lass* survives this set-back to resume whelking next year remains to be seen, but her owner is not optimistic and already has sister-whelker *Shepherd Lass* up for sale.

Recently Bill Anderson bought the wooden Danish trawler *Lillian* (GY 377) and she is now white fish trawling in the North Sea with Skipper John Stokes in command. So this may well be a pointer to the future plans of the family business.

Owner

There was a nice touch about the *Lillian* dash, when former owner Kaj Sorensen of Saedding signed on as a crew member for the first three trips to help John Stokes get the hang of things. It certainly paid off and the 36-tonner clocked up over £12,000 from her first two trips.

Skipper Stokes told Fishing News the job had been made much easier having Kaj aboard and he planned to single trawl the North Sea for white fish through the summer, probably coming in shore during the winter.

Certainly, Ferdi Vanarcasela has got the nippy little *Courage* going well since Hamling's brought her to Grimsby with some splendid rokers and a few soles. Ferdi left a big-money job on Somontho to take over the 50-footer and has no regrets: "I wouldn't have left her if I didn't have faith in the boat and the owners," he said to Fishing News.

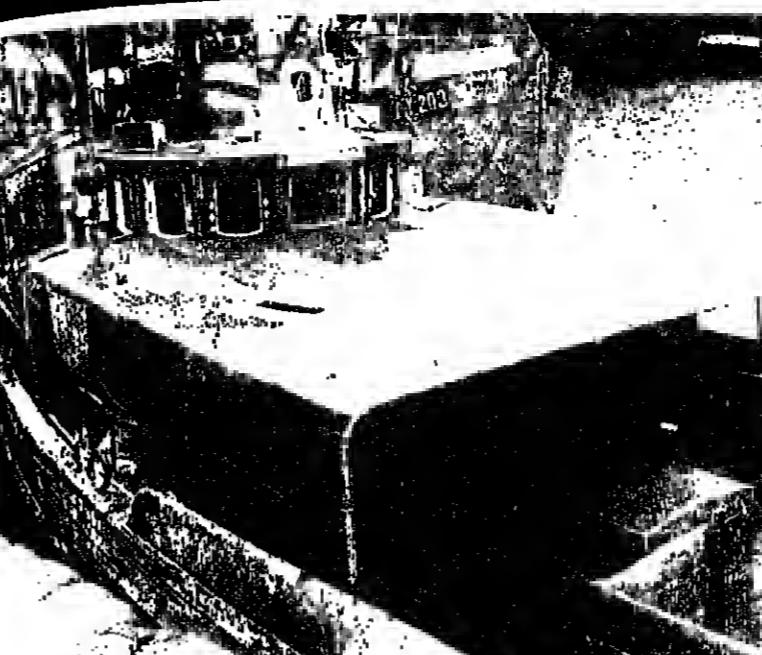
In its first year at Grimsby the Hamling agency, which has such good connections at the Yorkshire ports, has played a major role in attracting a whole procession of vessels. These have brought in much useful fish.

Several vessels have become nearly as regular as the locals and it was nice to see the Hull-registered *Hannah Louise* (H 10) back in action earlier on, as it was not so long ago that she was nearly lost when driven ashore near Bridlington.

The trouble is, once the Lincolnshire paa harvest starts rolling, the bulk buyers take just enough for day-to-day requirements and inevitably prices plummet.

Mores and more distant water men are moving into pair trawling. Skippers Wallace Wilson and Alan Farmery, with chief engineer George Dillettone, have bought the Jubilee-angled *Alamo*. These top men have paired up with the boat Grimsby.

With the arrival of Colin



Above and below: This pvc deck shelter on *Ellen* is the first of its type on a boat at Grimsby. She is seen putting to sea with the shelter which has side windows.

Right: *Hannah Louise* was nearly lost a few months ago, but she is now a frequent visitor to Grimsby from her home port of Scarborough.



The RNLB *John Gellatly Hyndman*, at Grimsby for an overhaul, is based at Spurn. This is the closest any fishermen wants to get to the vessel.

Spall's Sunlit Waters (ex-Speedwell), the end of the Ashby-Down Waters pairing and the conversion to seining of Beverley, Grimsby now has 17 pair trawling teams (34 vessels).

One multi-purpose boat not yet teamed up is the In-

counter at sea.

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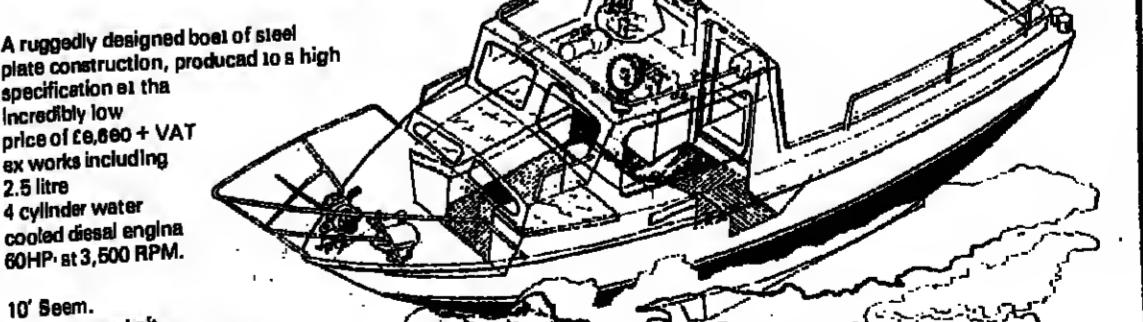
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£18,475: *Boston Halifax*, Boston (Sk. R. Harries), 709k, BI, 23 days.

Middle water

£30,750: *Ross Cheetah*, BUT (Sk. T. Roas), 1,052k, W, 15 days.
£28,703: *Ross Panther*, BUT (Sk. J. Hudson), 934k, W, 15 days.
£25,629: *Ross Cougar*, BUT (Sk. J. Major), 908k, W, 14 days.
£19,882: *Ross Juno*, BUT (Sk. J. Waddingham), 874k, W, 15 days.
£18,163: *Ross Jaguar*, BUT (Sk. E. Hodson), 871k, W, 15 days.

North Sea

£11,607: *Lepanto*, Lindsey (Sk. C. Crowe), 328k, NS, 13 days.
£10,532: *Lofoten*, Lindsey (Sk. C. Nichols), 276k, NS, 13 days.
£9,439: *Lemberg*, Lindsey (Sk. H. Pexman), 264k, NS, 12 days.

Sailors

£12,671: *Kell-Ian*, Chepman (Sk. J. Thomsen), 380k, NS, 16 days.
£12,050: *Guldborg*, Concoi (Sk. H. Kristensen), 403k, NS, 17 days.
£11,795: *Rosenborg*, Concoi (Sk. N. P. Jensen), 380k, NS, 16 days.
£10,661: *Ulla Viola*, Consol (Sk. E. Dam), 397k, NS, 14 days.
£10,531: *Christen Bank*, Jubilee (Sk. J. Olesen), 328k, NS, 14 days.
£9,863: *Hanne Bork*, Consol (Sk. H. Dam, jnr), 356k, NS, 11 days.
£9,403: *Beverley*, Hamling (Sk. J. Stringer), 299k, NS, 15 days.
£9,289: *Well Bank*, Sleight (Sk. E. Nielsen), 270k, NS, 14 days.

Pearl teams

£34,606: *Idena* (Sk. V. Dingle) 940k, and £29,000: *Norina*, (Sk. W. Reader) 985k, both Marr, 15 days.
£1,781: *Craigmillar*, Werd (Sk. D. Beiley) 101k, 11 days.

ABERDEEN

£19,358: *Gen Moriston*, Marr (Sk. P. Thundercliff), 870k, S, 12 days.
£15,902: *Kinellan*, G. Wood (Aberdeen) (Sk. J. Wood), 627k, S, 9 days.
£15,100: *Ben Wyvis*, Irvin (Sk. D. Atkinson), 998k, West Side, 18 days.
£15,533: *Arctic Attacker*, Liston (Sk. B. McPherson), 881 cwt, WC, 10 days.
£15,064: *Storwood*, Wood (Sk. J. Hird), 557k, F, 15 days.
£14,373: *Arctic Crusader*, Liston (Sk. M. Trott), 530 cwt, WC, 12 days.
£13,781: *Ben Gairn*, Irvin (Sk. C. Grimmer), 517k, F, 18 days.
(All landed at Troon).

LOWESTOFT

£15,531: *Boston Sea Sprite*, Boston (Sk. M. Raven), 412k, NS, 12 days.
£14,601: *St. John*, East Coast (Sk. R. Jones), 425k, NS, 12 days.

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